

# Memorandum

<b>Date</b>	April 17, 2023
<b>To</b>	Regional Toll Advisory Committee
<b>From</b>	Oregon Toll Program team
<b>Subject</b>	Developing a Toll Program Monitoring Framework

## Overview

The Oregon Department of Transportation (ODOT) is coordinating with multiple workgroups and local agency staff to develop a monitoring framework for the Oregon Toll Program. This framework will establish a process to routinely monitor and assess changes in traffic and safety patterns due to the effects of tolling at various time scales (e.g., hourly, weekly, monthly) and by mode. While the National Environmental Policy Act (NEPA) process seeks to predict effects, monitoring allows for continued evaluation of, and response to, toll program performance.

ODOT is required to mitigate significant negative impacts from the project. Monitoring is required to establish future mitigation needs, especially if they emerge in later years. ODOT will pay proportionate mitigation costs when the project is partly or fully responsible for the impact. In locations where an impact occurs in the future with or without the project, the project is not fully responsible for the impact.

## Partner Coordination

Developing a monitoring framework will require collaboration with partner agencies to achieve a comprehensive understanding of traffic changes and ensure that additional impacts are not realized after project implementation. ODOT proposes to convene several workgroups to ensure regional collaboration on the monitoring effort. Each workgroup will have a specific focus and objective (detailed below).

### Transportation Agency Communication Workgroup

- Coordinate messaging and address communication gaps, internal and external
- *Composed of communication managers*

### Transportation Agency Executive Workgroup

- Coordination between project area agencies
- Provide direction as needed
- *Composed of agency leadership*

### Transportation Agency Operations & Performance Workgroup

- Respond to unplanned high impact mobility issues
- Coordinate for planned system impacts
- *Composed of operations staff and emergency responders*

### Transportation Agency Senior Staff Workgroup

- Identify and resolve issues where impacts are in a limited area but rapid response is essential
- Provide situational updates to executive group
- *Composed of workgroup leads and agency senior staff*

The timelines for regular meetings of these groups have not yet been determined but are expected to begin in Fall 2023. These workgroups would include both ODOT and local agency staff, and will focus on objectives related to communication, operations and performance, agency coordination, and issue

identification and resolution. ODOT will also coordinate with workgroups to identify locations (key routes) to monitor.

## Data Collection and Reporting

The data collection process will be central to the monitoring framework.

### Key Elements to Monitor

- **Traffic Operations:** The project team will monitor traffic operations on tolled facilities as well as on pre-selected diversion routes within the Area of Potential Impact (API) that meet certain criteria.
- **Transit Ridership and Routes:** Route changes (planned and unplanned), travel time changes, and ridership changes will be monitored to gauge the impact of the toll project on transit.
- **Safety:** ODOT will compare existing, predicted, and future crashes as well as evaluate crash types and trends.

To accurately gauge the impacts of tolling in the affected area, the following baselines will be identified:

- Pre-tolling reports
- Active tolling reports
- Seasonal factors that could impact patterns (e.g., weather, holidays, sports games, school holidays)

Data collection will reflect these baselines but can be adjusted to consider current needs and contexts. The following are key steps in the data collection process:

- Identify data collection milestones (e.g., X months prior to tolling, Day 1 of tolling, X weeks/months after tolling begins)
- Identify data collection tools and agency responsible
- Determine frequency of data collection (e.g., hourly, daily, weekly) for each type of data collected (e.g., automobile traffic, transit ridership, pedestrian/bicyclist injuries)
- Frequency of data collection will vary based on type of data
- Identify geographic locations for data collection (key points/segments of interest)

Data comparability and validity will vary. Some data is highly sensitive to the period in which it is collected. For instance, while comparing July traffic from one year to the next is appropriate, comparing traffic across seasons, such as July to October, is not. Data validity may be affected by construction projects, significant detours elsewhere, major events, maintenance projects, and other factors.

Frequency of reporting and some metrics will be reported according to established traffic engineering best management practices. ODOT has limited labor and technical ability to collect daily data on non-ODOT facilities, which reinforces the importance of regional partnerships for this effort.

## Potential Metrics

Monitoring metrics will be selected to measure concerns expressed by partners. The following metrics may be used to both collect data and to assess changes in traffic and safety patterns:

- Vehicle speed, volumes, and travel times (separated by road classification)
- Transit speed and ridership
- Bicycle ridership
- Crashes, injuries, and fatalities (total and pedestrian/bicyclist)
- Intersection/segment performance including, but not limited to:
  - Volume to capacity ratio
  - Level of service
- Events and incidents

## Next Steps

Many elements of this framework are still under development and will require further coordination within ODOT and with regional partners through the C4 I-205 Tolling Diversion Subcommittee, workgroups, and the Regional Toll Advisory Committee (RTAC). ODOT aims to obtain regional concurrence on tracked metrics and frequency, metrics and thresholds for adjustments to planned mitigation, as well as identify unanticipated locations requiring mitigation. Once partner feedback has been incorporated and the monitoring framework has been completed, ODOT will begin monitoring for baseline conditions approximately 12 months before tolling comes online.